

INTIMATION



WATSON'S

HOUSEHOLD SPECIALTIES

FOR THE SUMMER.

PRICKLY

HEAT LOTION

One of our most popular preparations, which has stood the test of fifty years. It cools the skin and removes irritation at once.

RINGWORM

REMEDY

(TONG-PANG CHONG)

An absolute specific for Ringworm and Dhobi Itch.

HOUSEHOLD

AMMONIA

Try it in your bath and you will feel all the better for it. For cleansing silverware, jewellery, and clothing it is without equal.

A. S. WATSON & CO.

LIMITED,

MANUFACTURING CHEMISTS.

ESTABLISHED A.D. 1841.

(31)

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be forwarded to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telephone Address: Pines, Coler, A.H.C. 5th Ed.
P.O. Box, 23. Telephone No. 12

The Daily Press.
HONGKONG OFFICE: 14, DERVEX ROAD, CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 4TH SEPTEMBER, 1933

The future of the old port of Foochow appears to be gloomy in the extreme. It is some years now since it became necessary to look upon Foochow as a decaying place, but the drop in prosperity recorded last year was as serious as ever. The trade report for 1932 made for the British Foreign Office by Mr. Consul PLATFAIR announces a falling off to the value of over £100,000 compared with the figures of 1931, a fall from £2,465,745 to £2,364,490. The drop was entirely one in British goods. Trade with China ports remained fairly stationary; non-British foreign trade advanced from £171,641 to £420,129; but British trade fell from £1,214,257 in 1931 to £888,674 in 1932, a decrease of no less than £325,583. A table of exports and imports during 1931 and 1932 gives the figures of foreign and China ports trade thus:—

Country.	Imports.		Exports.	
	1901.	1902.	1901.	1902.
	£	£	£	£
British	766,878	601,844	447,453	226,830
Other foreign	50,767	89,256	120,874	331,667
Chinese ports	601,805	540,333	478,033	512,360
Total	1,419,380	1,294,433	1,046,360	1,070,857

It is to be noted that these values being in sterling, no attention is paid to the fall in exchange. This is to be regretted, as it is impossible to arrive at a just estimate of the situation without considering the price of silver. As a matter of fact, the two fell from an average of 2s. 11½d. in 1931 to one of 2s. 7½d. in 1932, a drop which makes a very considerable difference in comparing the two years. Nevertheless, as far as British trade is concerned, such a fact does not make the state of affairs better. British imports and exports both fell off lamentably compared with other imports and exports.

and China ports exports made an enormous gain compared with the drop in British exports.

Turning to shipping we find that British vessels continued to be preeminent as freight-carriers, but nevertheless their figures fell off both in number of vessels and in tonnage, whereas the total numbers of vessels entered and cleared made a notable advance and the total tonnage showed a trifling gain. 30 Japanese vessels, of over 8,000 tons, were chiefly responsible for this. Obviously Britain is gradually losing the trade of Foochow, which, though declining, is surely worth a struggle. Mr. PLATFAIR mentions that the importation of rice into Fohkien is tolerably constant, and that its importation from Burma might easily become a thriving industry. But we do not know that any practical steps are being taken in Burma. As for the export trade in tea, Mr. PLATFAIR says that one British merchant, taking the advice given by him in his report on Foochow in 1931 strove earnestly to give the consuls a concrete form, but not with the success he hoped. "He gave the wheel of the 'Foochow tea-cart a vigorous shove', but 'it has sunk back into the rut and I am afraid, will remain 'hugged.' No single effort could avail, and cohesion in the 'Far East tea-trade' appears to be a hopeless consummation. I remain of the opinion that in advertisement lies the 'only real remedy' for a sudden change in popular taste, which should replace the 'teas of China on the pinnacle they once occupied, would be too much of the nature 'of a miracle to be safely looked for.' Still the demand in America increased, so that the export of tea in 1932 was greater than that in 1931.

The future of Foochow certainly does not look promising. The exploitation of mines in Fohkien might bring benefit to the port, where there is already a Mining Board established by the provincial authorities, who evidently anticipate a steady demand for concessions. But there appears little other hope on the horizon.

A big animal supposed to be a civet cat is doing havoc in a poultry yard down East Point way.

Rain again put a stop to cricket practice yesterday. The weather appears to be doing its worst to prevent the Interport candidates from getting a fair trial.

One more case of plague—bringing the total for the year up to 1,403—was reported during the 24 hours ended at noon yesterday. The case was fatal, the victim a Chinese from Third Street.

The Kwangsi villagers are reported to be very anti-foreign in their attitude just now. A recent traveller was greeted with stones at various stopping-places, though the elders did their best to check hostile demonstrations.

A petition presented to the Supreme Court for confirming a special resolution reducing the capital of the China Light and Power Co., Ltd., from \$300,000 to \$150,000 will be heard before the Chief Justice on Monday, the 14th inst., at 10.30 a.m.

Evidence of activity in the construction of the new tramways are now mostly confined to the Eastern end of the City. The standards for carrying the overhead wires are lying along the sides of the streets waiting to be placed in position. At Bowington good progress is being made with the power station.

Beginning on Monday next, a weekly series of articles on golf will appear in the *Hongkong Daily Press*. The articles will touch upon almost every phase of the game, and are contributed by Mr. H. Sison-Karr, M.P., Mr. Alfred Teunissen, Mrs. Kennard, Dr. J. J. McPherson, Mr. H. H. Hilton, Mr. J. Kerr, and Mr. Cumming Macdonald, M.P.

By permission of Major Radcliff and officers, the band of the 33rd Burma Infantry will play the following programme of music at the King Edward Hotel during dinner to-night (weather permitting):—

March..... "Militaire"..... Thomas
Overture..... "The Merry Widow"..... Lortz
Selection..... "San Toy"..... Sidney Jones
Song..... "The Promise of Life"..... Cowen
Selection..... "Iolanthe"..... Sullivan
Waltz..... "Beneluxanten"..... Gangl
March..... "Salut d'Amour"..... Elgar
March..... "God Save the King"

The Shanghai Mercury of the 29th ult. says:—A very sad occurrence took place at the Public Garden last night. Shortly after 9 o'clock a young man occupying one of the front seats near to the main entrance was seen to fall off his seat writhing apparently with pain. The garden was thronged with people at the time and much excitement ensued, as it was at first believed to be a case of cholera. The Police were at once communicated with and Detective Eddie soon arrived on the scene with an ambulance and had the unfortunate young man conveyed to the hospital, but he expired before reaching there. Until late last night the police were unable to obtain the deceased's identity, but early this morning the body was identified by his friends as that of Francis Kingsmill, son of Mr. T. W. Kingsmill. An inquest was opened at 11 a.m. and adjourned till Monday for a post-mortem examination to be held. Deceased left a rather lengthy letter to his parents.

The Shanghai Cricket Club has received a telegram announcing that the Hongkong team will arrive on the 23rd inst.

The Shanghai Times consider that the cholera in the Shanghai shipping community is probably due to the use of native ice. It seems that the *Poyang* was carrying native ice on her fatal trip.

The new peer Sir Edward Levy-Lawson, proprietor of the *Daily Telegraph*, has taken the title of Baron Barmham, of Hall Barn, in the parish of Beaconsfield, in the county of Buckingham.

Messrs. Biset & Co. say in their Shanghai share list of the 28th ult. that they can discern no special reason for the paucity in Farham-Boyde's shares beyond the present exceptional difficulties of finance.

If the British cannot teach the Americans how to build yachts they are at any rate going to show them something in turbines. The turbine yacht *Tarantula* has been purchased from the executors of the late Colonel McCalmont by Mr. W. U. Vanderbilt, jun., and was to be taken to New York, where she is expected to create a sensation, as her remarkable speed will allow her to out-distance anything at present in American waters in the shape of a pleasure-boat.

The publication of the United States immigration statistics for 1932 has caused considerable alarm, says a Laffan's despatch. It appears that immigrants numbered something over a million, mostly undesirable. It is generally conceded that it is impossible to assimilate the greater proportion of this class of immigrants, and it is believed that a Bill to strengthen the present immigration laws will be introduced into Congress and will have the support of the Administration. The steamship companies are greatly blamed for the methods they use in order to obtain emigrants; they are charged with having for their sole object the obtaining of passage money.

The pension-roll of the Spanish-American war is beginning to amaze even the Americans. Already it amounts to over £500,000. Of course, compared with the grand total of £28,000,000 which the country annually pays away in pensions, the sum does not appear a very large one. But when it is remembered that only 275,000 men were enrolled during the Spanish-American war, that of these not more than 25,000 saw active service, that the loss by death fell short of 3,000, and that the war ended less than five years ago, the amount is at least respectable. In fact, the little struggle of 1898 promises to be more expensive proportionately than the titanic conflict of the sixties. Some 45,000 applications are now on hand; over 10,000 have come within the last twelve months; and the total number of pensioners on account of all wars is a few thousands over the million mark.

The *Graphic* says that the London "season" of 1933 will long be remembered as the worst of modern times. When there is little money, little money is spent, and this year there has been less to spend than even during the two last seasons. The City has been asleep for all intents and purposes, and trade has not been active, whilst the Death Duties seem to have dealt a final blow to the West-End. The changing hands of wealth—which is a feature of the end of last century in the "society" history of this country—the decrease in the value of land, and the unfortunate speculations of West End people, had brought grave trouble to many long-established families. But the drain caused by the Death Duties has, by its recurrent action, completely ruined many. Add to this that even the financial magnates are suffering severely through the stagnation of business, and it is easily understood why the season of 1933 has been so signal a failure.

Mr. W. J. Ford writes to the *Times* with regard to the controversy over leadership of the English Cricket team for Australia:—Mr. A. C. MacLaren has, of course, captained an English eleven in Australia, and has captained in several "test matches" in England; but these confer no prescriptive rights of command, though they may advance a claim on the grounds of special experience. There are, however, those who do not consider Mr. MacLaren an ideal captain; it is a mere matter of opinion. Certainly he has not been successful in winning test matches. In any case, it is not unreasonable to pass over a captain whose bad luck has been the subject of frequent comment. Also, the M.C.C. has a complete right to manage its own business in its own way. Mr. MacLaren has declared that he cannot go out under the captaincy of Mr. Warder, pleading the "etiquette of cricket." This is meaningless, but not law. There is no law and no etiquette on the point. Mr. MacLaren's present procedure is not patriotic, and his excuse, on the grounds of etiquette, a poor one. A certain form of pride is good, but there is such a thing as foolish pride.

HONGKONG PHILHARMONIC SOCIETY.

We are requested to call attention to the notice of the above society appearing in another column to-day and to state that all ladies and gentlemen who wish to join the vocal side of the society are requested to send in their names to Mr. P. H. Bell, Hon. Sec. for that section. As soon as a sufficient number of names has been sent in, the society will be in a position to decide what work can be undertaken. We understand that the orchestra of the Philharmonic Society has lent its services to St. John's Cathedral for the performance of the *Hymn of Praise* at the Choral Festival in December.

TELEGRAMS.

REUTER'S SERVICE.

THE KING'S VISIT TO AUSTRIA.

London, 1st September.

King Edward met with the most cordial reception in Vienna, the streets of which were elaborately decorated. At a banquet at the Hofburg, cordial toasts were exchanged recalling the close and confidential relations between the two Houses and countries. The King has appointed the Emperor a British Field Marshal.

LATER.

At a luncheon at the British Embassy, King Edward toasted the Emperor Francis in the name of the British Army as "Field Marshal of my Army." The Emperor in reply said he was proud of the honour which drew still closer his relations with the gallant British Army.

BULGARIA.

London, 1st September.

Prince Ferdinand is returning to Sofia.

THE "AMERICA" CUP.

London, 1st September.

The third race has been again postponed, on account of no wind.

OUTBREAK OF FIRE.

The authorities at the Central Police Station reported yesterday that on the previous evening an outbreak of fire occurred in an earthenware dealer's store on the first floor of a house in Yu Hing Lane, near the German Tavern, Queen's Road West. The fire spread to the upper floor, a family house, and this, with the floor underneath, was gutted. The ground floor, which is used as a fat-boiling establishment, escaped, the only damage sustained there being from water. The premises on which the fire occurred are insured, as is also the fat-boiling establishment, but the dwelling house on the top story is not insured. The cause of the fire is unexplained.

KOWLOON BOWLING GREEN CLUB.

The return rink match between teams representing Kowloon Docks and Kowloon will take place at the Bowling Green, Kowloon, to-morrow afternoon at 4.30. The greens have had lots of attention and are in good order, and first-class play is sure to be witnessed, as the strength of the teams makes it certain that the results will be very close. The following players will take part:—

KOWLOON.	KOWLOON DOCKS.
A. Ritchie	D. Gow
A. Gibson	J. Ramsay
J. D. Auld	J. Wilkie
T. Skinn	E. G. Main
J. Gall	J. T. Kinross
T. W. Robertson	W. M. Deas
A. W. Laverton	J. Kyles
Jas. Macdonald	J. Parkes

BENEFIT CONCERT.

The unpropitious weather of Wednesday evening was doubtless responsible for a thinning of the attendance at the Theatre Royal on the occasion of the benefit concert to "Alva the Great," the public performer who was treated so shabbily at Canton a short time ago, when, during a course of entertainments there, he was robbed of almost everything he possessed. This fact was set forth in the programme, which was an attractive one of variety numbers. The two most interesting items, if such a selection may for the moment be made from a set of entertainers who were nearly all amateurs, were contributed by "Alva" himself and "Cento," who has already been seen to advantage on the local boards; the former gave a clever ventriloquist sketch and the latter an excellent display of his well-known juggling tricks. In each case the exhibition was cordially applauded. The other turns were:—Overtones, Mr. A. F. Tyler, song; Mr. Callen; descriptive song and serio-comic song, Mr. H. Palmer; serio-comic song and comic song, Mr. W. Doonker; original absurdities, Mr. C. Burnatt; comic song, Mr. W. Rogers; and flute solo, Mr. C. F. Jenkins. The entertainment was under the direction of Mr. E. J. Mengens, who had Mr. Ohlsen as stage manager.

BOXING AT THE THEATRE ROYAL.

The presence of four warships in the harbour was responsible in great measure for the big attendance at the Theatre Royal last night, for Jack deary loves a "mill," and he gave increasing emphasis to the fact as the evening advanced and the various bouts were fought. The principal event was a twenty-round contest between Newman, of Manila, who won on a foul on the occasion of his recent meeting with the undefeated Jack Grace, and Jones, of the *Albion*, but there were several preliminary exhibition bouts which—an unusual thing with exhibition bouts in Hongkong at any rate—were so spiritedly contested as to keep the excited ones in the audience in a continual uproar. The first was a six-round affair between Murray of the *Albion* and Barrett of the Royal Engineers. The latter gave away a stone-and-a-half, but put up such a good show that the referee, Mr. J. Christie, gave the result as a draw, although a fair verdict would have been one in favour of the sailor, who undoubtedly had the lead in the matter of points. The second bout was one of fifteen rounds between Barnes of the *Albion* and Donaghy, late of the *Goldfish*. There was a lot of hard hitting in it; but very little science, so far as Donaghy was concerned. Donaghy, much the older man, went in for heavy, stupid slugging; his arms circled round like the sails of a windmill, and he was nearly all the time at the mercy of his smaller and snubler antagonist. He lasted well, though, and always repulsed with electricity to the call of the timekeeper, Mr. J. Logan. The fifteen rounds, to the surprise of many, were carried through to completion, when the award was given to Barnes. Another exhibition bout was in progress and the principal event had not taken place when this edition went to press.

H.M.S. "OCEAN."

PASTIME OF THE CREW AT WUHAN.

The September number of the "Ocean" Magazine—a bright little production devoted mainly to chronicling the history of the ship's commission—includes an account of the Annual Fleet Regatta, and a very interesting "Garden Show" held by the *Ocean* at Weihaiwei. In the Regatta the *Ocean* did very well for a newly-commissioned ship. The ship's racing crew (ordinary seamen and boys) secured "first prize" in the race for cutters; the working day men, in the race for four and five-oared gigs, succeeded in getting the second place. In the race for the Chefoo Cup, which was won by the *Ocean* last year, the ship did not compete, as Maltess-built cutters were not allowed. The Cup was won after a fine race, by H.M.S. *Albion*. The *Ocean* again obtained second place with her gig, manned by a racing crew; in the next event a crew of boys and ordinary seamen came in a very good first in the four- or five-oared gig race, though pulling in the whaler. The gun-room secured two seconds in skiff-races, but the report takes care to mention that this satisfactory result was due in one case "to the good judgment of the coxswain, who, at a critical moment, relieved the heat of his superfluous weight by falling overboard." In one of the finest races of the day, the *Ocean* marines' crew, after a splendid effort, gave the *Talbot* a good lead and gained a well merited first place.

The report of the "Garden Show" mentions that prizes had been offered for excellence in decorating the ground immediately in front of their tents in camp on Observation Island, the Judges being Mrs. Foote (wife of the Commander), Mrs. York, Mrs. Bruce, and the Commissioner of Weihaiwei. A most interesting account of the men's efforts is given. The first prize was won by the stokers, whose effort is thus described:—

"The Stokers in 'Ivy Lodge' had, indeed, mastered the art of mosaic decoration. The ground round the tent was divided up into well-proportioned sections, and each contained a separate design. On each side of the door 'Welcome to and 'Ivy Lodge' made us feel at home. Loysly expressed itself in the device of a crown, an E. R. with the words 'The King, God bless him.' Four other divisions contained the following legends and representations:—Merrie England, with rose; Good Old Ireland, with shamrock; Bonnie Scotland, with thistle; Happy Wales, with leek. In addition to these, a gun and projectiles, a Commodore's flag, a propeller with 'Stokers for Ever,' a spade with 'Bread for Life,' and scroll, 'West O,' accompanied by 'Duff for Ever,' with a digestible-looking lump of 'duff,' were faithfully portrayed, and last, but not least, we saw the drawing of a large horse-shoe, containing a whip and good portrait of a horse. (The shell that formed the eye must have been the result of very careful chiselling.) Underneath were the words, 'Good Luck, Perseus.' Derby winner, 1898."

The magazine also contains reports of the cricket, bowling, and shooting matches played by the ship. In a match on San Island, Broom performed the hat trick, dismissing the whole of the opposing team in their second innings.

WAR BALLOONS.

The French Minister of War was so impressed by the progress shown by Mr. Santos Dumont during the review of the 14th July that he has sent two officers attached to his staff to the Brazilian aeronaut's shed at Neuilly, Commandant Hirschman and Colonel Bordenax. Their opinion was so favourable that a test for strategic purposes will be made shortly near one of the French frontier towns or military strongholds. According to present arrangements the airship, with all its accessories, will be taken by train to some open space and there unloaded by soldiers accompanying Mr. Santos Dumont and the officers representing the Ministry of War. The balloon will then be inflated and prepared for the ascent. The aeronaut calculates that this operation will take about two hours, after which he will steer the airship over the appointed place. Mr. Santos Dumont made the first advance to General André, offering his "aerial flotilla" to France, except in the case of a war between France and his native country. To this the Minister of War graciously replied, accepting the inventor's conditions. Count Henry de la Vaulx, in the *Débat*, states his opinion that the balloon is incapable of playing an offensive part in a campaign. The sole service it could render would be to give an account of the enemy's forces and carry news. It was handicapped in being fashioned in the form of a cigar, which prevented it reaching an altitude higher than 300 or 400 metres. Mr. Santos Dumont, however, says the balloon "Number Ten" can travel at a height of 3,000 to 4,000 metres, and be consequently out of reach of firearms. Assisted by wireless telegraphy he thinks the services that could be rendered by the airship would be simply incalculable.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of Japan* arrived at Nagasaki at 8 a.m. on the 3rd inst., and left again at 3 p.m. same day for Shanghai, where she is due to arrive at 10 p.m. to-day.

The C.P.R. steamer *Empress of India* arrived at Kobe at 10 p.m. on the 1st inst., and left again at noon on the 2nd for Yokohama, where she was due to arrive at noon yesterday.

The C.N. steamer *Sunghien* left Manila for this port on the 2nd inst., and is expected here to-morrow, at daylight.

The H.A.L. transport *Silva*, from Hamburg with troops, left Colombo for this port on the 28th ult., and may be expected here on the 8th inst., at daylight.

MARSHAL SU AND EX-GOVERNOR WANG.

The Shanghai Mercury has the following translation from a native paper with regard to the above officials, late of Kwangsi, "considered as criminals":—

Su Yuen-chun (known as Marshal Su among foreign communities) has been handed over to the Board of Punishment pending trial, and Wang Chih-shun, since his dismissal from office, has been ordered to be arrested, but fortunately the latter managed to escape from the Imperial punishment through French interference in this matter. We published the order day a letter from Peking saying that a certain censor has memorialised the Throne that ex-Governor Wang should be arrested, tried, and punished by the Board of Punishment for his 'disloyalty and allowing the evil to remain as it is. The whole world would be glad if an Edict is issued to hand him over to the Board. He has committed a crime in the same manner as Su did. His dismissal from office as a punishment is rather too slight, and so his trial by the Board is a necessity. We are of opinion that this memorial is a very important one. These two men were unfaithful in serving the country. If Su and Wang had not been given the military and civil seals of Kwangsi, the trouble there might have been early suppressed. Su was the commander-in-chief of that province for a long time, during which he reduced the number of the Regulars, so that their pay might go into his own pocket, besides he did not pay any attention to his military work. The dismissed soldiers finding it hard to support themselves were obliged to join the insurgents, who began gradually to assume a more serious character, for Su did not make any serious attempt to suppress them. Some of the insurgents having surrendered themselves and joined the Regulars were again obliged to leave this service, for they got no pay. Why did he not find some other means to support the surrendered rebels, as he could not pay them for their services in the army? He was not brave enough to attack the rest of the rebels, and so the condition of the province became worse and worse. With regard to the case of Wang we find he was the successor of Governor Ting, who had proved himself unable to suppress the insurgents, and so Government sent Wang over to take his place; but Wang was also unable to do anything with effect. Although the crime committed by Wang was not so serious as that committed by Su, yet he should suffer for it. He did not know Su had been carrying on his military work in the province for several years. This was his fault. If he did, why did he not memorialise the Throne denouncing Su for the disability? But on the contrary he actually protected him. This was also his fault. As he was responsible for the military work in Kwangsi, he ought to report to Government what was actually going on, whether he was successful or not. But he did not do so. As time went on, the condition of the province became worse and worse, and he then began to report to Government of Su's disability. Government granted his request and put him in supreme command of the whole force of Kwangsi. Not long afterwards he reported that peace had been restored, but in reality he was deceiving the Government. If Viceroy Tseng did not investigate the matter, how could the Emperor know of the state of affairs? Wang had committed a crime of cheating which it is impossible to overlook. If Su and Wang had done their best to suppress the rebels, there would have been no such serious condition in that province, and if they had reported of their disability to suppress them, Government would have certainly sent others to take their places. Both of them have been unfaithful in serving the country; why should one be now in the Board of Punishment and the other out of Government's hands?

YUNNAN RAILWAY.

In his report on Pakhoi's trade in 1932, Mr. Consul Little says:—The proposed railway from Pakhoi to Nanning appears to have been abandoned, and it is probable that one from Kwangchow through the Yulin district to the nearest point on the West River and thence to Nanning will take its place. The railways in Tonkin are being rapidly extended. The line from Haiphong via Hanoi to Yunnan-fu being already finished to Vietry, 160 miles, and nearly finished to Yunnan-fu, 100 miles, and the line from Hanoi southwards through Annam is open to Nanning, 117 miles, and making good progress towards Vinh, and the one from Hanoi to the Kwangsi frontier has been working for some time, but the extension to Langchow will probably not be made at present. A line from Tourane to Quangtri on the Annam coast is also under construction. The Haiphong-Langchow route has not yet attracted any trade from Pakhoi or the West River, and, under present conditions, does not appear likely to do so, but much of the trade from Hongkong to Yunnan and vice versa is now going on by the Red River. The goods—mostly Yunnan tin and Indian yarn—passing by this route were valued at over £1,333,333, 6s. 8d. in 1931, an increase of 50 per cent. on the previous year. An attempt is now being made to divert the tin from Hongkong and ship it direct to France, and the yarn trade may also be affected in the near future by the competition of the Tonkin mills, which have already secured a hold on the local market to the prejudice of the imported article.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
The barometer has risen over H. Japan, fallen slightly elsewhere.
Pressure is highest over Japan, and gradients continue slight for E. and S.E. winds on the China coast and over the N. part of the China Sea.
Forecast—E. and S. winds, moderate; showery.

POLICE COURT.

Thursday, 3rd September.

Before Mr. T. S. SCHOONBEE SMITH
(Police Magistrate).

DARING ATTEMPT TO ROB.

On the 1st inst. a Chinese ward-boy at the Government Civil Hospital was sent about his business, but on the following night he returned, without permission from anybody, and proceeded to put into operation what is believed to be a daring scheme of robbery. He arrayed himself in one of the flannel suits worn by patients, and in the dim light of the wards looked like an inmate taking a harmless stroll round the place. It is supposed that his object was to get at the belongings of the patients, the repository of which he was of course familiar with. The ward-boy on duty saw him, but did not immediately penetrate the disguise. The interloper, however, did not move about with the freedom of a man not bent on mischief; he displayed a suspicious desire to skulk in the dark, and brought about his own undoing. The ward-boy approached the flannel-robed figure and saw at once who it was; he asked what the other wanted there, got a halting reply that carried no satisfaction with it, and promptly called Sister Franklin, who was also on duty. The trespasser was eventually given into police custody, and was sentenced to two months' hard labour on a charge of being in the hospital for an unlawful purpose.

THEFT FROM GUARDS & CO.

A Chinese bookbinder employed in Messrs. Graden & Co.'s printing office pleaded guilty to stealing five dollars' worth of paper, the property of his employers, and was sent to prison for six weeks with hard labour. The defendant explained that he found the paper in the waste basket.

Systematic thieving from the bookbinding department of the above firm has been proceeding for some time, and it is asserted that the stolen goods are sold to Chinese printers, amongst whom the police last year conducted a vigorous search for and made various recoveries of property stolen from the works of Messrs. Kelly & Walsh.

UNLAWFUL POSSESSION.

Pun Tuen and Lam Hung, the former a hawker and the latter unemployed, were fined \$50 each, on the complaint of Sergeant Kerr, for the unlawful possession of ten cakes of coffee, valued at \$10.

ALLEGED PERJURY BY A CONSTABLE.

Indian Police Constable 643, Molo Singh, was charged with perjury as the result of evidence he gave recently in a case where an Indian herdsman named Ganga Ram was proceeded against for allowing buffaloes to stray on the public roadway. The defendant pleaded not guilty, and was remanded till to-day.

SHIPMASTER FINED.

A Beer, the master of the steamer Nordkyn, lying yesterday in the police basin at Kowloon, was fined \$50 for failing to fly a red flag while having dangerous goods, to wit, cartridges, on board.

Before Mr. J. H. KEMP (Acting
Police Magistrate).

IMPUDENT THEFT.

Two Europeans, one of them Mr. Doughton, a shipwright on the Naval Yard extension works, were in a Chinese tradesman's shop in Queen's Road Central making purchases, in the course of doing which Mr. Doughton hung his umbrella on the edge of the counter and with his friend walked a little way farther into the shop. He observed something dark on the doorway, and turned round just in time to see a Chinaman snatch the umbrella and clear off with it. The owner pursued the thief, whom he fortunately caught and gave into custody, thus securing for him a sentence later of two months' imprisonment with hard labour.

ASSAULT WITH AN AXE.

Ng Ka, carpenter on the s.s. Taisang, was charged with assaulting the boatswain with an axe and wounding him. He pleaded not guilty.

From the evidence it was shown that the assault was committed as the steamer was preparing to leave Canton. Some of the crew were busy with the windlass, and amongst them was the defendant, who misinterpreted an order by the chief mate to "beave away" and, instead, let the anchor go. The mate, who thought the carpenter had been drinking, told him to go below and take a sleep. The boatswain was given the task of attending to the hauling up of the anchor, and it was whilst so engaged that he received his injury at the hands of the carpenter. Jealous, doubtless, of the man who was performing the duty he himself had been unable to discharge, the carpenter armed himself with an axe and struck the boatswain a heavy blow on the head, inflicting a nasty wound which the ship's doctor had to stitch in four places. Only one Chinese seaman witnessed the assault, and he told the magistrate that the defendant had been drinking.

His Worship, who took this fact into consideration, passed sentence of six months' hard labour.

A woman who went to a Christian Scientist physician and told him that her husband was ill received this assurance:—"Tut, tut! your husband is not ill, but only thinks he is. Tell him so and come back and inform me next Tuesday week how he is getting on." On the following Tuesday week the distracted wife called upon the Christian Scientist. "Well," enquired the faith-healer, "and how is your husband now?" "He is all right," there is nothing whatever the matter with him," she replied. "The only trouble is that he thinks he is dead, and the undertaker thought so, too, for he buried him yesterday."

LATE TELEGRAMS.

("OSTASIATISCHE LLOYD" SERVICE.)

ACCIDENT TO STEAMER.

Berlin, 28th August.
Through the bursting of the main steam-pipe of the Norddeutscher Lloyd steamer *Nesker*, bound from Bremen to Baltimore, near Terschelling, nine persons were injured.

SICKNESS IN GERMAN ARMY.

Berlin, 28th August.
Four hundred men of the Infantry, belonging to the 3rd Bavarian Corps, are reported from Nuremberg to have taken sick with symptoms of typhoid fever.

RAILWAY COLLISION.

Berlin, 28th August.
A military train collided with a freight train near Udine, northern Italy. Nine people were killed and eighty injured.

MORE RUSSIAN CURRENCY.

Berlin, 28th August.
In consequence of the many demands for more currency, the Russian State Bank has increased its issue of bank notes by 25,000,000 roubles. The gold reserve of the Bank exceeds the legal reserve for notes by 478,000,000 roubles.

U.S. MONEY CONDITIONS.

Berlin, 28th August.
The Secretary of the U.S. Treasury has deposited \$40,000,000 gold with the New York banks, as a reserve in the event of a scarcity of money during the time of his holiday.

[VIA NORTH AUSTRALIA.]

TERRIBLE RIOTS IN RUSSIA.

Adelaide, 10th August.
Matters throughout Russia are reported to be rapidly progressing from bad to worse, and riotous outbreaks and general lawlessness are now daily occurrences in nearly every agrarian and industrial centre throughout the country. The position is regarded as very serious. In many of the larger towns and cities the workers are almost unanimously out on strike in the endeavour to enforce their demands for higher wages and shorter hours and the right to form trade combinations. In many cases the strikers have proceeded to acts of violence, and the efforts of the authorities to preserve order is resulting in almost incessant street fighting, in which cavalry and infantry are engaged. Many bloody scenes have taken place, and it is computed that within the past month over 200 strikers have been shot or bayoneted in these effrays, and that 2,000 more have been more or less seriously wounded. The whole situation approaches a condition of civil warfare.

THE NEW POPE.

Adelaide, 10th August.
One of the first acts of the new Pope has been to dispense with the coach used by his predecessors for conveyance round the Vatican Gardens. The Pope states that he prefers to walk, as he is thereby more accessible to the people, and this profession of humility is proving very popular, anyone being able to obtain an audience with little trouble.

SAD ACCIDENT AT PHILADELPHIA.

Adelaide, 11th August.
During the progress of a baseball match at Philadelphia one of the stands, crowded with spectators, collapsed suddenly, 16 persons being killed and 150 more or less maimed.

THE ENGLISH CRICKET TEAM.

Adelaide, 12th August.
The latest news is that Lilley has now joined the English Eleven.

U.S. PRESIDENT AND THE NEGROES.

Adelaide, 12th August.
President Roosevelt has excited considerable comment by refusing to give permission for the holding of a charity fete at the White House, on the ground that the promoters proposed to exclude negro children from participating in the entertainment or the benefits to be derived from it.

President Roosevelt is also taking up a firm stand in connection with the recent disgraceful cases of lynching of negroes, and urges that immediate steps be taken to expedite trials in murder cases as the best means of discouraging mob rule and lynching.

WIRELESS TELEGRAPHY.

Adelaide, 12th August.
Wireless telegraphy has been very successfully utilized during the recent American naval manoeuvres. The fleet was accompanied by this means from a distance of 25 miles, and speedily arrived upon the scene of supposed hostilities.

AUSTRALIA'S DEMOCRATIC DEFENCE BILL.

The most remarkable Bill of the entire batch of recent introductions in the Commonwealth Parliament is the Defence Bill. Radical and Liberal Australians, aided by the Labour party, have organized a very strong sentiment against enlistment for service outside the Commonwealth. Major-General Sir Edward Hutton fought hard for enlistment provisions which would enable him to send Australian troops to China or New Caledonia, or anywhere else if desired. He also sought to reduce the pay given the militiamen to 6s. a day—it is now 8s. a day—and to place rifle clubs more directly under military discipline. The Defence Bill and accompanying pay and reorganization schemes show that the English General has been defeated. As the Bill stands it is claimed as the most democratic in the British Empire. The permanent soldiery alone are liable for service outside Australia; and as these total less than 2,000 rank and file, they are not a very important military factor. The remainder of the Australian army, termed "Citizen Forces," and embracing militia, Volunteers, and rifle clubs—about 85,000 men—are not

required to serve beyond the Commonwealth "unless they voluntarily agree to do so." The citizen naval forces, however, are required to serve either within or beyond the limits of the Commonwealth for the purpose of training, or, in time of war, for the defence of the Commonwealth or States. Another significant indication of the desire to lean towards democratic ideals is the clause relating to the appointment of officers, which states that "preference shall be given in the case of equality of qualifications to persons who have served in the defence force for three years without a commission." The conscription clauses in the Bill contain further evidence of the determination of the Government to restrict themselves entirely to the defence of Australia in even the gravest international emergency. They provide that "all male inhabitants of Australia who have resided for six months, and are British subjects, and are between the ages of eighteen and sixty years, shall, in time of war, be liable to serve"—not in the permanent, but—"in the militia forces." Any member of the Australian forces who likes to volunteer to serve the Empire outside Australia in war time is free to do so; but the Australian conscript is only compelled to defend his own defence and home. It is thought that the Defence Bill will disappoint Mr. Brodrick and Mr. Chamberlain, who are credited with having entertained hopes of a closer military union with Australia. The Bill is, however, a fair reflex of the average man's opinion in the Commonwealth.

RUSSIA AND OTHERS IN THE NORTH.

Dr. Alexander Ular, who once through the medium of the Times started Europe with a report of Russia's diplomatic aggression, has an article in the August number of the *Contemporary Review* which ventilates "Russia, Manchuria, and Mongolia." The contribution is a very long one, and we must confine ourselves to making extracts.

The two principal points of dissent put forward in the recent Russian proposal to the Manchuria dynasty, says Dr. Ular, consist in reality in a mere demand for the ratification of two concessions granted by China herself in the famous non-official Canton Convention, and acted upon even before the outbreak of the Boxer troubles, that is to say as early as May, 1900. These two points are, in short, the annexation of Manchuria and the protectorate of Mongolia. The Chinese Government, in order to save their difficult situation in the "Eighteen Provinces," had assented to these conditions without any serious resistance. But having thus acted in connivance, and even in common with Russia, the whole of the subsequent policy of China with respect to the Maritime Powers could, of course, only be intended to hide away that unfriendly act, and to prevent dangerous inquiries and menaces. But the Dynasty has not been saved from this humiliation. By-and-by, a great number of details concerning and proving the Russo-Chinese complicity were divulged, and the Maritime Powers, very uneasy in their new rôle of dupes of Russia, uttered loud but platonic protests. Forced by this indignation—not quite sincere, it is necessary to say—the Manchu Government refused categorically to enter into negotiations on the subject of the new Russian proposals, and they are risking now, as it may seem, the loss of Russian friendship without gaining Western sympathy. Good luck will have it, however, that China's refusal is as platonic as Europe's protest; the isolation of Manchuria and the Russian civil administration in that country and in Mongolia will doubtless go on as before. And the sole question of interest now left open is to examine what political or economic consequences China's refusal to acknowledge the actual status quo is likely to have bearing upon the further development of European expansion in the Far East. These consequences, if there are any, concern two distinct orders of facts which are almost entirely independent of each other, and should be explained separately. On the one side there is the special question of the force and the durability of the Russian régime in Manchuria and Mongolia; and this question brings us again, on the other side, the great and perilous problem concerning the situation of the several Maritime Powers with regard to the Manchu régime in the "Eighteen Provinces" of the Middle Kingdom.

The Mongolo-Manchurian question, as it presents itself at this moment, is a very plain one, continues the writer. The system of administration which Russia has established in those countries is to consolidate Russian military, political, and economic sway. In any one of these three departments there are any possibility left, in the present state of things, of preventing by any means, short of war, the complete execution of Russia's monopolizing designs? I think there is no such chance left. Three years' undisturbed and gradual progress of pacific administrative policy has now brought about a marvellous work of ethnic assimilation which cannot be undone by mere diplomatic decision. The new organization set up in these countries by Russia has been joyfully accepted by the native populations, and all hope is vain that Russia, on a simple demand of her rivals, and in spite of her numerous and plausible pretences for continuing her enterprise, should abandon the splendid fruits of thirty years' anxious efforts. A plain description of this policy will point out the actual situation much better than any discussion of general politics would do. The method of organization applied to Manchuria and Mongolia is not so well known as it ought to be. Russia, of course, wanted to keep secret her wonderful success until a moment should arrive when, her power being well consolidated, she could

openly avow her intention to keep the Chinese "Outer Dominions" as new dependencies of the Tsar. But it is really a curious matter of fact that up to this moment—when her task is accomplished—Russia has found her best allies in her policy of silence in the absolute reserve of her rivals. Europe, in the Manchurian matter, was the victim of a self-suggestion that has not even now ceased to bear upon the minds of our diplomatists. It consisted in supposing Russia to be obliged to proceed in Manchuria and Mongolia by brutal military force, against the will of the Chinese Central Government and the native authorities, and profiting merely by the utter disorganization of these provinces, even where the Manchu régime had failed to disappear at the beginning of the Boxer troubles.

Dr. Ular then goes on to point out how Russia, having once got a footing in the province, in 1900 managed to find a means of convincing Europe that an acute state of war existed, and was likely to exist for several years to come, in Manchuria. She utilized the Hanhuses (*hough-ho-tse*, "robbers"), the Chinese plunderers of caravans, etc., along the commercial routes of Manchuria. When Russia began the construction of the Manchurian railway, their power fell into decay; but though represented as Russia's enemies, they have ever since the year 1900 saved the world policy of the Tsar. At the instigation of Russian agents, a few hundreds of them crossed the Amur, near Blagovestchensk, and smoked two (Chinese) peasants' horels on Russian territory. China attacked Russia! The army was officially mobilized, and a series of imaginary hostilities began in Manchuria. By a strange misunderstanding, all Chinese immigrants at Blagovestchensk were treated as invaders and flung into the Amur. When this heroic, warlike and profitable crime was accomplished, Europe understood the necessity for Russia to make a great war on China. Grodekoff, then, postulated Manchuria. From time to time his valiant battalions met with one or two dozens of Hanhuses, who were gloriously and repeatedly defeated, and who offered General Grodekoff numerous opportunities of sending splendid telegrams of victories. The Russian army, after October, 1900, held all the inhabited districts of Manchuria; it soon succeeded in pushing back the Hanhuse bands to the borders of the Mongolian desert. It was wise enough, on the contrary, not to destroy them, which would have been a much easier task. But the existence of the Hanhuse bands was the sole possible pretext for leaving strong garrisons all along the commercial roads and in most of the Chinese towns. They were an inexhaustible source of new troubles and of new victories. Russia was enabled by means of these wretched people to prove, in the eyes of Europe, the absolute necessity of her presence, and, in the eyes of the Chinese, her excellent peaceful intentions. For extreme distress periodically drove the Hanhuse bands from the barren steppes of the Gobi down to the rich and industrious centres guarded by the Russian troops, just as in winter the wolves approach the peasants' horels. It would have been disastrous for Russia if these periodical riots had failed, while, as things are, the complete pacification of Manchuria, and consequently the possibility of Russia withdrawing her troops, cannot take place until the very moment when it will be for the interest of Russia herself to retire.

Too little attention has hitherto been paid to the civil occupation of Manchuria. Troops are not—above all in the eyes of the Chinese—a salutary element, nor even a sign of a permanent régime. Comme d'al establishments and peasants' colonies alone seemed able, in the midst of Chinese populations, to guarantee peaceable possession. Russia had thought out such a policy of colonization long before the outbreak of the war. As early as May, 1900, there were about 30,000 Russian emigrants, all peasant families, at the terminus of the trans-Siberian railway on the Amur. These poor people, it was said, were to get grants of land in the Amur province; in the meanwhile they were literally starving at Stretensk because there were no means of communication. The whole of the European Press described the distress of these pioneers of Russian civilisation. In fact, they were packed at Stretensk like beasts ready for export, for purely political reasons. They were not destined to remain in that barren country where all their efforts would have been fruitless. Their grants could not yet be made, as they were situated in central Manchuria. In November, 1900, when Russia was able again to make use of the Manchurian railway, the emigrants were conveyed to Harbin. Part of them got land along the railroad, where numerous Russian villages suddenly sprang up; others were, by-and-by, sent down to the Argun valley, the best agricultural district of the country, and settled near the banks of that river. The places inhabited by these Russian colonists of course got Russian names, Russian police, and Russian administration, and they are now in the centre of Manchuria, the very heart of future Russification. These proceedings are, I think, an absolute proof, if any proof be needed, of Russia's intention to incorporate Manchuria in her Asiatic Empire, and of the vanity of all Western efforts to have this country evacuated on a simple demand.

After a full description of the method by which Russia has gained financial control in Manchuria (in pursuance of the celebrated "Railways and Loans" policy), Dr. Ular continues:—Russian taxes, except imports on alcohol, etc., are not yet introduced; but there are now high officials of the assessment department and of the survey service working on the problem of the introduction of Russian contributions. It is certain that, under the present system, the Chinese find themselves better off than under the awful

WHILE OUR PREMISES ARE UNDER REPAIR, OUR SHOW-ROOMS

ARE AT

12. QUEEN'S ROAD.

FIRST FLOOR (ABOVE MESSRS. H. PRICE & CO.).

ACHEE & CO.,

FURNITURE AND PHOTO GOODS DEALER.

PLEASE SEE ADVERTISEMENT ON THE 1st PAGE FOR THE GREAT REDUCTION IN PRICES OF PHOTO SUPPLIES. Hongkong, 31st August, 1913.

financial oppression of the mandarins. Russia, at this moment, does not want to get financial profit from this fiscal organisation; she is only endeavouring to have Manchuria existing by herself and attached by public sympathy to the régime of the Tsar. This she has obtained. People are delivered from Hanhuse and mandarin oppression. Taxes are equitable. Russian paper money, with a fixed rate of exchange, is legal tender. Russian county courts, applying a cheap and well-intentioned jurisdiction, are preferred everywhere to Chinese tribunals. And—I feel obliged to say, although I am not at all a friend of Russian expansion—this wonderful policy has succeeded so well that at this moment, I am firmly convinced, a sincere Manchurian plebiscite would decide plainly, by an immense majority, against the Manchu Dynasty and for the Tsar. I willingly grant that this Russo-plebiscite disposition of the natives is a poor consolation for the Maritime Powers. But, as matters stand, it is doubtless much more judicious to save our commercial situation in the country than to make useless diplomatic efforts, or to risk a war, to regain a very disputable (and expensive) political sway. I think that with respect to Manchuria only one question is left open, and that the most interesting one—the open-door policy. It is worth while to insist here upon the fact that the economic motives of Russian expansion in the Far East are of quite a different nature to those which are guiding the other Powers in China. Russia wants to make herself master of the North China provinces, not in the hope of finding there new markets for her industrial products, but, on the contrary, new centres of industrial products. She wants an amalgamation of Chinese industry with the Russian peasant system, and not a mere commercial conquest. This is the reason why—to speak of Manchuria only—she is obliged to prevent the immigration, colonization, and fixed settlement of non-Russians and non-Chinese, but remains willing and even eager to patronise the import of foreign goods and the investment of foreign capital in the country, being herself unable at this moment to stock the Manchurian market or to work the natural resources of her new province.

(To be continued.)

TRADE MARK

TELEPHONE No. 135.

THE CREAM OF

SCOTCH WHISKIES

ARE

"KING EDWARD VII."

VERY OLD LIQUEUR.

AT \$20.00 PER DOZEN.

"KING EDWARD VII."

SPECIAL.

AT \$15.00 PER DOZEN.

AND

"CLUB"

OUR STANDARD BLEND

AT \$12.50 PER DOZEN.

H. PRICE & CO.

WINE MERCHANTS.

12, QUEEN'S ROAD CENTRAL. [41]

BROWN, JONES & CO.,
MONUMENTAL MASONS.ITALIAN AND AMERICAN MARBLE
STATUARY FIGURES, ORNISHES, COLUMNS
RUSTIC AND PLAIN CROSSES AND HEAD-
STONES IN STOCK.CEMETERY MEMORIALS made to an
design in Italian and American Marble and
Hongkong Gravities.LETTERING in any Style or Language.
Coast Port Orders carefully and
promptly executed.
Hongkong, 7th August, 1913. [213]R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP
DEALER.No. 39, WYNDHAM STREET, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.
Is also prepared to purchase used Postage
Stamps in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [1586]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-Resisting.
The Best Nitro-Powder in the World.
PRICES OF 12-BORE CARTRIDGES—
Loaded with Powder only, and 1 oz. of Shot.
Primrose Cases ... \$3.25
Pegomoid Cases ... 3.80
Ejector Brass Cases, 7.50
Apply to—
WM. SCHMIDT & CO
Guns-makers,
Hongkong.

Hongkong, 1st July 1912 [13917]

MUSIC.

RAPID Traction given to the BANJO,
MANDOLIN, SPANISH GUITAR,
VIOLIN, &c. Terms moderate.
L. A. DE GRACA,
Care of Daily Press Office.
Hongkong, 11th August, 1913. [225]

NOTICE.

OWNERS of Tenement Houses are reminded
that Notices of Intention to Limestone
must be sent to the Secretary of the Board
THREE CLEAR DAYS before the work is
commenced.
By Order,
G. A. WOODCOCK,
Secretary.

Sanitary Board Room,
28th August, 1913. [2437]MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.CODE WORD: "DOCK" NAGASAKI.
A.I. & B.C., Seater's and Engineering Code
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length ... 523 feet.
Length on Blocks ... 513
Width of Entrance on Top ... 89
Width of Entrance on Bottom ... 77
Water on Blocks at Spring Tide 254

DOCK No. 2 (at MUKAHIMA).
Extreme Length ... 371 feet
Length on Blocks ... 350
Width of Entrance on Top ... 86
Width of Entrance on Bottom ... 73
Water on Blocks at Spring Tide 22
PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
THE COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
WITH POWERFUL SALVAGE PLANT
READY AT SHORT NOTICE. 1677

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.63 mm.
WHI CHAMBER CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong 3rd October, 1910.

THE AMERICAN SYSTEM
OF
DENTISTRY.

Dr. M. H. CHAUN,
27, DES VOGES ROAD, CENTRAL HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 10th March, 1913. [2490]

NOW ON SALE.
DIRECTOR OF
PROTESTANT MISSIONARIESIN
CHINA, JAPAN AND COREAFOR 1913.
WITH ALPHABETICAL LIST.

88 PAGES, BOUND IN CLOTH AND
LETTERED, \$1.
PAPER COVER, 60 Cents.
On Sale at

AMERICAN PRESBYTERIAN MISSION PRESS,
ShanghaiMr. EDWARD EVANS, Missionary Home,
Shanghai;Messrs. KELLY & WALSH, Ltd., Hongkong.
Shanghai and Yokohama.Messrs. W. BROWNE & Co., Hongkong and
Shanghai;YUEN CHONG BOOK STORE, Hwaiatow;
Messrs. A. S. WATSON & Co., Fookchow;
Messrs. H. BLOW & Co., Tientsin;Messrs. HOBBS & Co., "Scent Press," Seoul;
"NAGASAKI PRESS" Office, Nagasaki;
"KOREA CHRONICLE" Office, Kobe;
"THE DAILY PRESS" Office, Hongkong; and
at the London Office, 121, Fleet Street.
Hongkong, 1st January, 1913.

PRINTING.

THE PRINTING DEPARTMENT of
the "HONGKONG DAILY PRESS"
possesses every facility for the prompt and
satisfactory execution of all descriptions of
COMMERCIAL AND
GENERAL PRINTING.

ALL WORK EXPEDITIOUSLY EXECUTED.
ESTIMATES FURNISHED.

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING
"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
12, Queen's Road Central.

CHEONG LEE & CO., Furniture Store.
Established over 20 years. Importers and
Exporters. Teakwood Furniture, Black-
wood, Jewellery, &c., highest grade
best and cheapest. 8, Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo.

PHOTOGRAPHER

M. MUMEY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8A, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE
Proofs read by Englishmen.
STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann's Baking Powder. Compo-
sition Red Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers,
Tools, Brass and Iron Merchants,
144, Des Voeux Road.

MORE & SEIMUND,
25 and 26, Connaught Road, Praya Central.
Shipchandlers, Sailmakers, Riggers,
Commission Agents and General
Storekeepers; Sole Agents for
Shipowners' Composition ("Grey-
hound Brand") and Blundell's
Spence & Co.'s Composition.

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.

EILEY'S, SCHULTZ'S, AMBERITE
AND KYNOC'S SPORTING
CARTRIDGES, 10, 12, 13, and 20 BORE,
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 55SG. AIR GUNS
and AMMUNITION in Variety.
WM. SCHMIDT & CO.
Hongkong, 28th November, 1902. [11]

VIEWS OF HONGKONG

ILLUSTRATED POST CARDS
Coloured, White-Away Cards, &c.,
For Sale at SHACA & CO.'s Stall at
HONGKONG HOTEL CORNER.

Used and Unused Foreign and Colonial
POSTAGE STAMPS
In Sets, Packets or Single. King Edward VII
Albums, Catalogues, Hinges, &c., &c., &c.
Inspection invited.
Hongkong, 14th June, 1903. [2011]

THE "ZAFIRO" CASE.

A REPRINT OF "THE 'ZAFIRO'
MYSTERY" Case in pamphlet form is
now on sale. Copies may be obtained for cash,
\$1 each, at the Office of the "Daily Press."
Hongkong, 29th May, 1903. [156]

TO LET.

TO LET.
No. 13, KNUTSFORD TERRACE,
Kowloon.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 19th August, 1903. [2337]

TO BE LET AT THE PEAK.

A N UNFURNISHED HOUSE, with
Two Reception-Rooms and Four Bed-
rooms.

Apply to—
DENISON, RAM & GIBBS,
17, Queen's Road Central.
Hongkong, 1st September, 1903. [2464]

TO LET.

26, WYNDHAM STREET. Six-
roomed House.

Apply to—
C. F. DE CARVALHO,
14, Arbutnot Road.
Hongkong, 1st September, 1903. [2454]

TO LET.

No. 12, CASTLE ROAD.
Nos. 15, 17, 19 and 21, SEYMOUR ROAD.
GODOWN, No. 32, PRAYA EAST.

Apply to—
COMPTON DEPARTMENT,
HONGKONG, 1st September, 1903. [2459]

TO LET.

No. 2, "MAGDALEN TERRACE,"
MAGAZINE GAP.

Apply to—
SPANISH PROCURATION,
Hongkong, 1st July, 1903. [73]

TO LET.

COMMODIOUS New Buildings in
SEYMOUR ROAD, Nos. 1, 3, 5 and 7.
Suitable for European Families. Terms
Moderate.

Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 14th August, 1902. [2295]

TO LET

GODOWN TO LET.
No. 155, PRAYA EAST. Spacious Two-
storied Godown. Suitable for Yarn or
Coals.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 11th July, 1903. [1988]

TO LET.

ROOMS on the TOP FLOOR of MESSRS.
R. A. S. WATSON & CO.'S NEW
PREMISES to let from early next year.
No. 1, CAMERON VILLAS (PEAK).
A Six-Roomed Bungalow in first-class con-
dition.

One GODOWN, No. 2, MATHESON
STREET (Wanchai).

Apply to—
LINTSEAD & DAVIS.
Hongkong, 1st September, 1903. [2458]

TO LET.

No. 10, WYNDHAM STREET.
STILLINGFLEET, PEAK ROAD.
Six Rooms.

No. 24, CAINE ROAD.
And others to suit various requirements.
S. A. SETH,
Land and Estate Broker.
Hongkong, 12th August, 1903. [1386]

TO LET.

ONE ROOM, suitable for an Office, opposite
the Banks.

Apply to—
H. C.,
Care of Daily Press Office.
Hongkong, 28th July, 1903. [2025]

TO LET.

ONE FIRST-CLASS SPACIOUS
GODOWN at West Point.

Apply to—
"GODOWN,"
Care of Daily Press Office.
Hongkong, 16th June, 1903. [1719]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 85
and 96, PRAYA EAST.

Apply to—
H. N. MODY,
Victoria Buildings.
Hongkong, 2nd December, 1902. [82]

TO LET.

2ND FLOOR, No. 35, QUEEN'S ROAD
CENTRAL, suitable for Office.

Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 10th July, 1903. [1981]

TO LET.

With Immediate Possession.
"DUBISDEER" MAGAZINE GAP.
Furnished.

Apply to—
HUGHES & HOUGH,
8, Des Voeux Road.
Hongkong, 31st August, 1903. [2442]

TO LET.

TWO SPACIOUS NEW GODOWNS,
very suitable for Dry Goods.

Apply to—
W. LISAUGH,
155, Wanchai Road.
Hongkong, 15th April, 1903. [1153]

TO LET.

FLATS in MORETON TERRACE,
CAUSEWAY BAY, facing the Polo Ground.
No. 2, RIFON TERRACE (in FLATS).
GODOWN at BOWENSTON (PRAYA
EAST).

HOUSES in LEIGHTON HILL ROAD.
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 8th June, 1903. [71]

TO LET AT THE PEAK.

"STOKES" BUNGALOW EAST."
Furnished.

Apply to—
N. MUMFORD,
1, Prince's Buildings.
Hongkong, 2nd September, 1903. [2471]

TO LET—UNFURNISHED.

"COOMBE" MAGAZINE GAP
Available from 1st April.

Apply to—
Daily Press Office.
Hongkong, 18th February, 1903. [542]

TO LET—WITH IMMEDIATE
POSSESSION.

ONE SUITE OF ROOMS in the Ground
Floor of the Hongkong Club Annex,
suitable for Office.

Apply to the undersigned.
C. H. GRACE,
Secretary,
Hongkong Club.
Hongkong, 25th August, 1903. [1757]

BOARD AND RESIDENCE

BOARD AND RESIDENCE.
MRS. GILLANDERS.

"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1903. [915]

"TANG YUEN."

BOARDING ESTABLISHMENT.
SUMMER RATES. European Super-
vision. Excellent Cuisine and Accommodation.
Apply to—
MANAGERESS,
Macedon Road.

FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1903. [681]

M. MATTHAEY.

PRIVATE BOARD AND RESIDENCE.
14, QUEEN'S ROAD CENTRAL
(Entrance by Zetland Street).
Opposite Messrs. Kelly & Walsh, Bookellers.
Hongkong, 11th July, 1903. [1587]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

THE MONETARY QUESTION.

The Times correspondent writes under date
Berlin, July 26:—

Since the members of the American and
Mexican commissions came to Europe they have
had conferences with representatives of the
British, French, and Dutch Governments in
London and Paris and at the Hague. In all
these capitals—and the same holds true of
Berlin—the joint American and Mexican
proposals met with an extremely favourable
reception, as is shown by the resolutions adopted
here, the text of which I gave last week
in my despatches on this subject. In the
British, French, and Dutch capitals it was
determined that the conferences should remain
private and confidential; in Berlin the result
was published through semi-official agencies.
The Mexican like the American delegates, and
like the European Governments and financiers
with whose representatives they have been con-
fering, approached the question from the
monetary point of view with the object of trying
to secure a regulation of the silver currency of
their own and other "silver countries" on a
system such as that which was established by the
Imperial British Government in India in the year
1893. The proposals with which the American and
Mexican commissions are identified have there-
fore, as I am assured, nothing in common either
with bimetalism or with artificial measures for
raising the price of silver. What they are
endeavouring to secure is that in those countries
throughout the world which have a silver
currency representing a total silver coinage of
\$3,000,000,000, and the aggregate population of
which is 800,000,000 souls, the attempt should
be made to give stability to the silver currency by
establishing a steady relation between its value
and a gold standard, as has been done in British
India. On behalf of Mexico, China, the Straits
Settlements, the Federated Malay States, Indo-
China, and the Philippines, assurance have
already been given which exhibit their entire
readiness to contemplate measures such as those
which the American and Mexican commissions
are advocating. It is regarded as extremely
probable that some of the Central and South
American Republics will follow suit.

As regards China, the special representa-
tive of the facts may be of special interest. In
January, 1903, the Mexican Government invited
the attention of China to their suggestions for
securing a greater stability and uniformity of
the silver currency throughout the Chinese
Empire. China gave a favourable hearing to
the Mexican proposals, and both Powers
subsequently addressed the Government of the
United States and invited their support. In the
diplomatic note sent from Peking to Washing-
ton, China expressed a strong desire for the
introduction of a system which would secure a
stable silver currency instead of the present
diversity in the coinage of funds, together with
the present expedient of silver bars for large
payments. The Government of the United
States expressed their approval of the Chinese
and Mexican suggestions, and as a consequence
of this preliminary exchange of views the
Chinese Government have been represented at
the recent conferences in London, Paris, and
Berlin. In France a special commission has
reported to the Government in a favourable
sense on the expediency of steadying the
value of the silver currency in Indo-China.
There are, undoubtedly, certain difficulties to
be overcome, and, as was stated in a former
despatch, it would be necessary for China to
provide herself with gold deposits at home and
abroad in order to establish and maintain
a stable silver currency. But the proposed
system expressly contemplates this necessity,
and it is believed that there would be no serious
difficulty in making arrangements for these
gold deposits. In the case of Mexico herself
it has not yet been decided whether gold
deposits would be necessary, as the whole
question is in this particular instance specially
affected by the immense growth of the exports
of Mexico in excess of her imports.

The advocates of bimetalism used to base
their case on the theory that countries with a
gold standard were being seriously prejudiced
by the depreciation of the silver currency in the
silver countries, which were enabled to undersell
their rivals and to develop their export trade
to an abnormal extent. By a curious reversal
of arguments the silver countries are now
arguing that it is in their own interest
that their currency should be established
on a stable basis with reference to
a gold standard. In a memorandum presented
by the American delegates it was pointed
out that while between the years 1882
and 1902 the value of the exports of Mexico had
risen from 29,000,000 pesos to 168,000,000 pesos
in silver, the value in gold of these exports had
only risen from about 20 millions to 74 millions.
The silver value of Mexican exports had thus
increased some five and three-quarter times,

while their gold value only increased some two
and three-quarter times. Taking only the past
decade, it is reckoned that the loss which Mexico
has incurred in consequence of the depreciation
of her currency amounted to 27,000,000 pesos
on her general exports. A further loss of
233 millions is reckoned in respect of the Mexi-
can export of silver alone. The gold value of
imports to Mexico has, on the other hand, only
decreased during the past decade by about 14
millions as compared with the total decrease of
about 50 millions in the gold value of Mexican
exports, including silver. These striking devel-
opments have naturally been influenced by other
economic factors besides the fluctuations in price
of silver and the consequent instability of the
Mexican currency. But the general conclusion
is drawn that while a country with a depreciated
currency is in a position to increase its exports
to countries with a gold standard, it obtains a
constantly decreasing amount of foreign pro-
ducts in exchange, and thus incurs an economic
loss which is not balanced by the development
in its export trade. The resolutions adopted at
the Berlin conference, which I am assured are
substantially in agreement with the views ex-
pressed in the other capitals visited by the
delegates, testify to a general belief that the
interests of European countries with a gold
standard which trade with silver countries would
be materially promoted by the establishment
and maintenance of stable silver currencies in
these States.

STRANGE WRECK STORY.

A most remarkable story was told by Messrs.
Tollmache, third officer, H. G. Johnson, second
engineer, and W. A. Bann, third engineer of
the steamer *Umona*, who arrived at Plymouth
last month from Colombo, on board the steamer
Arctia. The *Umona*, with 550 emigrants on
board, was wrecked on the Maldivian Archi-
pelago while bound from Calcutta to Natal. The
voyage commenced on May 6. Colombo was
reached six days later. The same evening the
voyage was resumed, and all went well until
about three o'clock in the morning of May 15,
when a prolonged crashing shock roused those
on board.

The grinding, quivering, and bumping con-
tinued, and it was soon evident that the *Umona*
was hard and fast ashore. Daylight revealed a
line of breakers on either side of the ship's
bow. Stretching as far as the eye could reach
there were more reefs, while in the distance
could be seen the island of Mamutah,
covered with palm trees. The ship had struck
on the Suvadiva atoll, the southernmost of the
Maldivian atolls. The chief officer, W. Brack-
land, swam ashore, and, as the result of his
investigations, it was decided to at once land
the 500 odd coolie emigrants, temporary ac-
commodation being provided for them in the
thick undergrowth. In the evening chief
officer Brackland, who was accompanied by
Mr. Tollmache, left in one of the ship's boats
in an attempt to reach Colombo, which was
500 miles distant, to secure assistance. This
they succeeded in doing in nine days,
after a very trying experience. Oil had, to
be utilised, and proved effectual in breaking
the force of the seas, but in the end Colombo
was reached, and there H.M.S. *Pique* homeward
bound from the China Station, was met with.
H.M.S. *Pique* was ordered to the Maldives to
afford assistance, and arrived on the scene
of the disaster on May 29 after the shipwrecked
company had been fifteen
days on an uninhabited island. The next day
all were embarked on the British India steamer
Omrah and were conveyed to Colombo, whence
the steamer *Umona* was requisitioned to convey
the coolies to Durban. In connection with the
loss of the *Umona* a court of enquiry acquitted
captain and officers of all blame.

THE TRADE MARKS ORDINANCE,
1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE IS HEREBY GIVEN that
CHARLES HUDSON trading as
JOHN HUDSON & CO. of 11, Queen Victoria
Street, in the City and County of London,
Merchant, has on the 25th day of JUNE, 1903,
applied for the registration in Hongkong in
the Register of TRADE MARKS, of the
following TRADE MARK:



In the name of CHARLES HUDSON trading as
JOHN HUDSON & CO. who claims to be
the sole proprietor thereof.

The TRADE MARK has been used by the
Applicant since or about the beginning of
the year 1902 in respect of the following goods
in class 50 (9):—

Packing for Steam Water and Gas Joints.
A facsimile of such TRADE MARK can be
seen at the Office of the Colonial Secretary of
Hongkong and also at the Office of the
undersigned.

Dated the 2nd day of July, 1903.
MATTHEW J. D. STEPHENS,
Solicitor for the Applicant,
18, Bank Buildings,
Hongkong.

1913]

BELILIOS PUBLIC SCHOOL.

STUDIES at this School will be RESUMED
on MONDAY next, SEPTEMBER 7th.
MRS. BATEMAN,
Head Mistress.

Hongkong, 3rd September, 1903. [2479]

WINCHESTER CARABINES

12 SHOT REPEATING, CALIBRE 44.

Excellent arm for Travellers in the interior
of China as well as Officers of Coast Steamers.

ALSO CARTRIDGES IN STOCK.

LUTGENS, EINSTMANN & CO.,
14, Des Voeux Road. [2742]

Though the cost of
making finest toilet soaps
has nearly doubled, the retail
price, ingredients, and superior
quality of Vinolia Soap
remain unchanged. For the
complexion.

1347-2

WM. POWELL, LD.

GENERAL DRAPERS, HIGH-CLASS DRESSMAKERS, AND

GENTLEMEN'S OUTFITTERS,

28 & 34, QUEEN'S ROAD.

LADIES' AND CHILDREN'S DEPARTMENTS,

OPPOSITE THE POST OFFICE (FIRST FLOOR UPSTAIRS).

GENTLEMEN'S DEPARTMENT,

28, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

WM. POWELL, LD.

GENUINE HAVANA CIGARS.

JUST RECEIVED DIRECT FROM HAVANA A SHIPMENT OF FINE HAVANA CIGARS.			
	Net Weight per 1,000	Price per Box of 25	Per Box of 50
ROCK & CO'S AGUILA ORO—	21 lbs.	\$12.50	25
SELECTOS IMPERIALES	14	16.00	50
REGALIA CONICA	44	8.00	50
LILIPUTANOS	44	8.00	50
HENRY CLAY	17	17.00	50
REGALIA ESPECIAL	13	11.00	50
PURITANOS FINOS	14	16.50	50
LA CORONA—REGALIA BRITANICA	14	16.50	50
LA INTIMIDAD	12	6.00	25
BOQUETES ESPECIALES	13	8.50	25
NOBLEZA	13	8.00	25
J. S. MURIA'S PRINCES DE GALEA	13	8.00	25

SPECIAL ATTENTION GIVEN TO MAIL ORDERS.

43, KRUSE & CO., CONNAUGHT HOUSE.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE.

PLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHAWEI.

AGENTS—

JARDINE, MATHESON & CO.

325

JAPAN COALS.

MITSUI BUSSAN KAISHA

(MITSUI & CO.)

HEAD OFFICE—1, SUBURBA-ORO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Saitama, Moji, Wakayama, Karatsu, Nagasaki,
Kushikino, Sasebo, Matsuyama, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotani, Mameda, Mannoura, Onoura (Oita),
Sasaharu Teibakuro, Yoshimoto, Yoshida, Tanokishiro, and other Coals.

N. INUZUKA, Manager, Hongkong.

MIDZUSHIMA & CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES:—HIGASHI-HONMACHI, MOJI, MINAMI-AIKAWA,

OSAKA AND KAIGAN, WAKAMATSU.

AGENCY: MR. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.

TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong

OCEAN STEAM SHIP CO., LD.

AND
CHINA MUTUAL STEAM
NAVIGATION CO., LD.
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 5th September.
GLASGOW and LIVERPOOL	"JASON"	On 17th September.
GLASGOW and LIVERPOOL	"PAK LING"	On 23rd September.
GLASGOW and LIVERPOOL	"CALCHAS"	On 1st October.
GLASGOW and LIVERPOOL	"TANTALUS"	On 7th October.
GLASGOW and LIVERPOOL	"ANTENOR"	On 24th October.
GLASGOW and LIVERPOOL	"OANFA"	On 27th October.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"KINTUCK"	On 15th September.
LIVERPOOL	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.
MARSEILLES, LONDON and ANTWERP	"AGAMEMNON"	On 13th October.
LIVERPOOL	"JASON"	On 23rd October.
MARSEILLES, LONDON and ANTWERP	"PAK LING"	On 27th October.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE, and YOKOHAMA	"DEUCALION"	On 4th September.
	"CALCHAS"	On 2nd October.
	"OANFA"	On 2nd November.

The s.s. "DEUCALION" has arrived, and leaves for Nagasaki on Friday. The s.s. "AGAMEMNON" left Singapore on the 31st ult., and is due here on the 5th inst.

The s.s. "TELEMACHUS" from Tacoma left Moji on the 1st inst. for Hongkong direct.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 2nd September, 1903. [10-12]

CHINA NAVIGATION CO. LIMITED.

FOR

CEBU and LOILO	"WUZHANG"	On 4th September.
AMOI, SAMARANG and SOERABAYA	"SHANTUNG"	On 5th September.
SHANGHAI and CHINKIANG	"YCHOOW"	On 7th September.
MANILA	"CHANGCHOW"	On 7th September.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"OHANGSHA"	On 8th September.
MANILA	"CHANGSHA"	On 8th September.
YOKOHAMA and KOBE	"SUNGKIANG"	On 9th September.
	"CHINGYU"	On 12th September.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Untroubled Able. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 4th September, 1903. [11]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE	STEAMERS	LEAVING
TAMBU, VIA SWATOW	"DAIGI MARU"	SATURDAY, 5th September.
AND AMOI	"T. W. GROVES"	September.
TAMBU, VIA SWATOW	"DALIN MARU"	FRIDAY, 11th September.
AND AMOI	"T. OGATA"	September.
ANPING, VIA SWATOW	"MAIDZURU MARU"	FRIDAY, 4th September.
AND AMOI	"T. Saito"	September.
FOOCHOW, VIA SWATOW	"ANPING MARU"	WEDNESDAY, 9th September.
AND AMOI	"I. Goto"	September.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pier at the Customs water front premises at Tamtsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.

Hongkong, 3rd September, 1903. T. ARIMA, Manager. [15]

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
* SINGAPORE and BOMBAY	"TIRINTS"	Noon, 5th September	Freight only.
YOKOHAMA, VIA SHANGHAI, HAI, MOJI and KOBE	"H. W. Kenrick, R.N.R."	September.	
(Passing through the Inland Sea)	"BORNEO"	About 6th September	Freight and Passage.
LONDON, &c.	"D. C. Grogan, R.N.R."	September.	
SHANGHAI	"CHUSAN"	Noon, 15th September	See Special Advertisement.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	"W. W. Cooke, R.N.R."	About 19th September	Freight and Passage.
	"SIMLA"	About 19th September	
	"S. de B. Lockyer, R.N.R."	September.	
	"SUMATRA"	About 19th September	Freight and Passage.
	"W. Hayward, R.N.R."	September.	

* Taking Cargo for Marseilles and London, via Singapore. Calling at Penang if sufficient inducement offers.

For further Particulars, apply to
L. A. BEWETT, Superintendent.

Hongkong, 3rd September, 1903. [1]

TOYO KISEN KAISHA
MANILA
LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
"BOHILLA MARU"	E. P. Bishop	3849	Tuesday, 8th September, at Noon.
"ROSETTA MARU"	H. S. Smith	3876	Tuesday, 15th September, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Lee House Street.

K. NAKASHIMA, Manager.

Hongkong, 3rd September, 1903. [473]

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).

PROPOSED SAILINGS FROM HONGKONG.
About

"MOGUL"	7th Sep.
"BRAEMAR"	12th Sep.
"SATSUMA"	23rd Sep.
"SHIMOSA"	10th Oct.
"KURDISTAN"	24th Oct.
"RICHMOND CASTLE"	7th Nov.

For Freight and further information, apply to
DODWELL & CO., LD., Agents.

Hongkong, 4th September, 1903. [1125]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUER and PORT SAID.
(Taking Cargo at through rates to the Brazils,
to South America, Red Sea, Black Sea,
Leyant, Venice and Adriatic Ports.)

"PERSIA"
Captain Cragg, will be despatched at above
on SATURDAY, the 19th September, P.M.
This Steamer has capital accommodation for
Passengers, Electric Light and carries a Doctor.
For information as to Passage and Freight,
apply to
SANDEE, WIELER & CO., Agents.

Hongkong, 25th August, 1903. [3]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland
Ports, and taking through Cargo to ADE-
LAIDE, NEW ZEALAND, TASMANIA, &c.)

"EASTERN"
Captain W. Ellis, will be despatched for the
above ports on WEDNESDAY, the 23rd
September, at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a refrigerating cham-
ber, which ensures the supply of fresh provi-
sions, ice, &c., throughout the voyage.
The Steamer is installed throughout with
the electric light.
A stewardess and a duly qualified surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 28th August, 1903. [2419]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.
THE Steamship
"NORDKYN," Captain A. Beer,
will be despatched on WEDNESDAY, the 30th
SEPTEMBER.
For Freight, &c., apply to
SHEWAN, TOMES & CO., General Agents.

Hongkong, 31st August, 1903. [2440]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.
REDUCED SALOON PASSAGE
MONEY.

SINGLE, \$20; RETURN, \$35.
STEAMERS FITTED THROUGHOUT WITH
ELECTRIC LIGHT. FIRST CLASS ACCOM-
MODATION. UNRIVALLED TABLE. DULY
QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 4th July, 1903. [1964]

HONGKONG-MACAO LINE.

"S. S. WING CHAI,"
Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week
days, at 7.30 A.M.; on Excursion
Sundays, at 8.30 A.M.; from Macao (week days)
at about 2 P.M. and (Sundays) about 8 P.M.
FARE—(week days) 1st Class (including cabin
and servant), \$3. Return Ticket \$5.
2nd Class \$1.50. Return Ticket \$2.50.
3rd Class \$1. Steerage 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class
Single Ticket \$2. Return Ticket \$3. Return
Ticket including Tiffin and Dinner either on
board or at Macao Hotel \$5.
Wharf—Opposite Central Market.
The Steamer runs an Excursion Trip Every
Sunday in Summer.

MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong, 2nd September, 1903. [2112]

FOR CANTON.

THE new and fast Twin-Screw Steamer
"SAN CHEUNG,"
951 Tons, Captain A. Murphy, will leave for
Canton at 8 P.M., on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.
First-class Fare, \$3 each way. Meals, \$1
each.
Cargo Freight very moderate.
J. TREVOUX & CO.,
No. 123, Connaught Road Central.
Hongkong, 30th June, 1903. [1751]

NATAI LINE OF STEAMERS.

THE Undermentioned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AMERICA, in connection with INDI-
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897. [8]

NOTICE TO CONSIGNEES.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.
THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature and to take immediate delivery of
their Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 31st August, 1903. [7]

IMPERIAL GERMAN MAIL-LINE.

NORDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"ZIETEN"

OF THE NORDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
To-day, the 1st inst.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 8th September will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on Tuesday, the 8th September, at
9.30 A.M.

All Claims must reach us before the 14th
September, or they will not be recognised.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
NORDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 1st September, 1903. [5]

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"DEUCALION"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 3rd instant.

Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined at 11 A.M. on the 3rd inst.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 9th inst. will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Underwriter on or before the 10th
inst., or they will not be recognised.

No Fire Insurance has been effected.
BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd September, 1903. [10-12]

AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK, STRAITS AND MANILA.

THE Steamship

"NORDKYN,"

Captain A. Beer, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon, and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 8th inst. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 8th inst., at 2.30 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO., General Agents.

Hongkong, 2nd September, 1903. [247]

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature, and to take immediate delivery of their
Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 27th August, 1903. [7]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above Ports, Con-
signees of Cargo by her are hereby informed that
their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining
on board after 4 P.M. the 2nd September, will
be landed at Consignees' risk and expense into
Godowns at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
J. JARDINE, MATHESON & CO., General Agents.

Hongkong, 31st August, 1903. [2451]

M. R. CHADWICK KEW

DENTAL SURGEON.

No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.
Hongkong, 16th June, 1903. [1721]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

S.S. "LOTHIAN,"

FROM SAN FRANCISCO, YOKOHAMA AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature and to take immediate delivery of
their Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by me in
any case whatever.

J. S. VAN BUREN, Superintendent.

Hongkong, 1st September, 1903. [2468]

STEAMSHIP "PETRICH" GENERAL AVERAGE.

NOTICE IS HEREBY GIVEN that all

Claims for Damage to Cargo by water,
when the "Petrich" was on fire at Shanghai,
13th May, 1903, must be submitted to the
Adjuster, Mr. E. H. HUTCHINSON (of the
Yangtze Insurance Association, Limited),
Shanghai, on or before 1st OCTOBER next,
after which date no Claim will be recognised.

SANDEE, WIELER & CO., Agents.

Hongkong, 31st August, 1903. [2445]

A CURE FOR ASTHMA!!!

GRIMAULT'S

INDIAN CIGARETTES

Asthmatic people who suffer from Op-
pression in breathing, stiffness of chest,
Hoarseness, Laryngitis, Colds, with
Whooping, Bronchitis, Catarrhal
Affections, and difficulty in Expec-
toration, are promptly relieved by
these Cigarettes.

GRIMAULT & CO., Paris, sold by all Chemists.

GRIMAULT'S

Matico Capsules

AND INJECTION

Renowned Physicians prescribe Gri-
mault's Matico as the most active and at
the same time the most innocuous remedy
in the treatment of Acute and Chronic
Discharges. The Capsules, unlike Capsulae,
have not the inconvenience of producing
Nausea.

MATICO INJECTION is used in recent
AND
MATICO CAPSULES in the more chronic cases.

GRIMAULT & CO., Paris, sold by all Chemists.

[1892-5]

Food is Poison,
UNLESS DIGESTED.

The vigour of health depends on good digestion. Under-
gested food poisons the blood, which clogs up the liver
and the kidneys. Food properly digested makes new
strength, new blood, new flesh, new life. Refreshes food and
power to digest it comes with Seigel's Syrup. Compounded of
fruits, roots and herbs, it tones and cleanses the liver and kidneys,
and clears the stomach of the decayed products of indigestion—the
fruitful cause of headaches, languor, brain-ache, constipation and malaria.

SEIGEL'S SYRUP

"For a number of years I
suffered, especially during the
hot summer months, from
acute indigestion and severe bilious attacks. On such occasions
I was completely prostrated by vomiting and extremely nervous.
I tried many remedies, but without success. I had not got to
relieve until I took Seigel's Syrup, and in a few weeks
that remedy set me up again. I can now eat and sleep
well and perform my duties with ease." Mrs. Belle
Conlon, 4, Parson Place, Newcastle, N.S.W.

AIDS Digestion.

MELLIN'S FOOD

For INFANTS and INVALIDS.
Purely Vegetable and Untouched by Hand.
MELLIN'S FOOD is free from Starch. When prepared
is similar to Breast Milk.
Mellin's Food Works, Peckham, London, England.

**THE BREW OF ALL BREWS
RAINIER BEER**

A. S. WATSON & CO., LIMITED,
HONGKONG AGENTS. [1892-4]

POST OFFICE NOTICES.

The *Siberia*, with the American Mail of the 8th ult., left Shanghai on Wednesday, the 2nd inst., at daylight, and may be expected here to-day.

The *Australia*, with the French Mail of the 7th ult., left Saigon on Thursday, the 3rd inst., at 11 a.m., and may be expected here on Sunday, the 6th inst., at daylight. This Packet brings replies to letters despatched from Hongkong on the 4th July.

MAILS WILL CLOSE.

FOR	THRU	DATE
Kudat and Sandakan	Manung	Thursday, 3rd, 2.00 P.M.
Yokohama and Kobe	Pundit	Thursday, 3rd, 2.00 P.M.
Kumoh and Samshui	Tungking	Thursday, 3rd, 4.00 P.M.
Ningpo and Shanghai	Ichang	Thursday, 3rd, 4.00 P.M.
Hohow and Pakhoi	Michael Jensen	Thursday, 3rd, 5.00 P.M.
Amoy	Hong Moh	Thursday, 3rd, 5.00 P.M.
Manila	Wingchun	Thursday, 3rd, 5.00 P.M.
Namtoo	Tai Ching	Thursday, 3rd, 5.00 P.M.
Sanku	Lee Wing	Thursday, 3rd, 5.00 P.M.
Canton	Powen	Thursday, 3rd, 5.00 P.M.

Canton	Kinshan	Friday, 4th, 9.30 A.M.
Singapore and Calcutta	C. Fred. Jones	Friday, 4th, 11.00 A.M.
Swatow, Amoy and Auping	Maidurn Maru	Friday, 4th, 11.00 A.M.
Beckok	Chunhai	Friday, 4th, 11.00 A.M.
Amoy	Daphne	Friday, 4th, 11.00 A.M.
Swatow and Shanghai	Taiyang	Friday, 4th, 11.00 A.M.
Cebu and Manila	Hengshan	Friday, 4th, 11.15 P.M.
Manila	Wachang	Friday, 4th, 3.00 P.M.
Singapore, Penang and Rangoon	Longway	Friday, 4th, 3.00 P.M.
Hohow and Pakhoi	Ava Maru	Friday, 4th, 5.00 P.M.
Namtoo	Carl Diederichsen	Friday, 4th, 5.00 P.M.
Sanku	Tai Ching	Friday, 4th, 5.00 P.M.
Macao	Lee Wing	Friday, 4th, 5.00 P.M.
Canton	Wingchun	Friday, 4th, 5.00 P.M.
Manila	Houan	Friday, 4th, 5.00 P.M.
Singapore, Penang and Calcutta	Kishu	Saturday, 5th, 9.00 A.M.
Amoy, Samarang and Sourabaya	Kunyang	Saturday, 5th, 11.00 A.M.
Tientsin	Lalpoos	Saturday, 5th, 11.00 A.M.
Shanghai and Chinkiang	Wanang	Saturday, 5th, 11.00 A.M.
Shanghai	Yachow	Sunday, 7th, 4.00 P.M.
	Chongchow	Monday, 7th, 4.00 P.M.

TO-MORROW.

Sale, Postage Stamps, Sales Rooms, Messrs. Hughes and Haugh, 3 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

3rd September.

ON LONDON.

Telegraphic Transfer 1/10 1/2

Bank Bills, on demand 1/10 1/2

Bank Bills, at 30 days' sight 1/10 1/2

Bank Bills, at 4 months' sight 1/10 1/2

Credits, at 4 months' sight 1/10 1/2

Domestic Bills, at 4 months' sight 1/10 1/2

ON PARIS.

Bank Bills, on demand 238

Credits, at 4 months' sight 241 1/2

ON GERMANY.

On demand 193

ON NEW YORK.

Bank Bills, on demand 46

Credits, at 60 days' sight 46 1/2

ON HAMBURG.

Telegraphic Transfer 141 1/2

Bank, on demand 141 1/2

ON CALCUTTA.

Telegraphic Transfer 141 1/2

Bank, on demand 141 1/2

ON SHANGHAI.

Bank, at sight 72 1/2

Private, at 30 days' sight 73 1/2

ON YOKOHAMA.

On demand 92

ON MANILA.

On demand Nominal.

ON SINGAPORE.

On demand Nominal.

ON BATAVIA.

On demand 114

ON HONGKONG.

On demand 2 p.m.

ON SAIGON.

On demand 1 p.m.

ON BANGKOK.

On demand 82 1/2

SEVERE BILLS, Bank's Buying Rate 10.65

Gold LEAP, 100 fine, per tael 56.70

1/2 SILVER, per oz. 28 1/2

OPIUM.

3rd September.

Quotations are— Allow for net, 1 duty.

Malva New \$8.50 to — per picul

Malva Old \$10.00 to —

Malva Older \$10.30 to —

Malva V. Old \$1.60 to —

Persian fine quality \$8.50 to —

Persian extra fine \$8.20 to —

Fatin New \$11.00 to — per chest.

Fatin Old \$11.40 to —

B. B. New \$11.65 to —

B. B. Old — to —

VESSELS EXPECTED.

THE AMERICAN MAILS.

The P.M. steamer *Siberia*, with mails, &c., left Shanghai for this port on the 2nd inst., at 5 a.m., and is due here to-day, p.m.

The O. & O. steamer *Coptic* left San Francisco for this port, via Honolulu, &c., on the 18th ult.

The T.K.K. steamer *America* left San Francisco for this port, via Honolulu, &c., on the 26th ult.

The M.M. steamer *Australia* left Saigon on the 3rd inst., at 11 a.m., for this port, and is due here on the 6th inst.

THE INDIAN MAILS.

The steamer *Catharine* from Calcutta, left Singapore for this port on the 31st ult., p.m.

The Indo-China steamer *Navang* left Calcutta for this port, via the Straits, on the 29th ult., and may be expected here on the 14th inst.

THE CANAL MAIL.

The C.P.R. steamer *Empress of Japan* arrived at Nagasaki at 8 a.m., on the 3rd inst., and left again at 3 p.m. same day for Shanghai, where she is due to arrive at 10 p.m. to-day.

MERCHANT STEAMERS.

The T.K.K. steamer *Bohila Maru* left Manila on the 2nd inst., p.m., and is expected here to-day, at 4 p.m.

The O.N. steamer *Sunghang* left Manila for this port on the 2nd inst., and is expected here to-morrow, at daylight.

The N.Y.K. steamer *Kumano Maru* (Australia Line) left Kobe for this port on the 1st inst., and is expected here to-morrow.

The O.S.S. steamer *Agamemnon* left Singapore on the 31st ult., and is due here to-morrow, p.m.

The N.Y.K. steamer *Bombay Maru* (Bombay Line) left Maji for this port on the 2nd inst., and is expected here on the 6th inst.

The P. & O. steamer *Borneo* left Singapore for this port on the 31st ult., at 4 p.m.

The P. & O. steamer *Patna* left Singapore for this port on the 1st inst., at 2 p.m.

The O.N. steamer *Chingchi*, from Australia, left Port Darwin on the 22nd ult., for this port via Manila, and is expected here on the 13th inst.

The O.S.S. steamer *Telemachus*, from Tacoma, left Seattle on the 1st inst., for Hongkong.

The N.Y.K. steamer *Kinshu Maru* (Bombay Line) left Bombay for this port on the 22nd ult., and is expected here on the 13th inst.

The N.P. steamer *Tacoma* arrived at Yokohama on the 30th ult.

JOINT STOCK SHARES.

Hongkong, 3rd September.

COMPANY PAID UP. QUOTATIONS.

Bank of China \$125

Hongkong & Shanghai \$125

Nat'l. Bank of China \$125

A. Shares \$125

B. Shares \$125

Comp. All. Minc & Co. \$125

China-Siam Co., Ltd. \$125

China Light and \$125

Power Co., Ltd. \$125

China Prov. L. & M. \$125

China Sugar \$125

Cigar Company \$125

A. Bamba, Ltd. \$125

Philippine Tobacco \$125

Trust Co., Ltd. \$125

Cotton Mills \$125

Ewo \$125

Latou Kung Shew \$125

Soychoe \$125

Hongkong \$125

Dairy Farm \$125

Penwick & Co., Geo. \$125

Green Island Cement \$125

H. & C. H. & Co. \$125

Hongkong Electric \$125

H. H. L. Tammways \$125

St. Steam Water \$125

Boat Co., Ltd. \$125

Hongkong Hotel \$125

Hongkong Ice \$125

H. & K. Wharf & G. \$125

Hongkong Dock \$125

H. & W. Dock \$125

Canton \$125

China Indus. \$125

Hongkong Fire \$125

South China \$125

Union \$125

Langham \$125

Hongkong Land Inv. \$125

Hampshire Estate \$125

Kowloon Land & B. \$125

West Point Building \$125

Luzon Sugar \$125

Manila Invest. Co., Ltd. \$125

Mining \$125

China and Manila \$125

Douglas Steamship \$125

H. & C. H. & Co. \$125

South China S. S. Co. \$125

S. S. Transport Co. (S. S. Co.) \$125

Star Ferry \$125

S. C. P. B. & Co., Ltd. \$125

Telegraph Planning Co. \$125

United Asbestos \$125

Universal Trading \$125

Co., Ltd. \$125

Watkins, Ltd. \$125

Watson & Co., A. B. \$125

VEENON & SMYTH, Brokers.

HONGKONG TIDE TABLE.

From 4th to 10th September.

High Water. Low Water.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

Mean Time. Mean Time.

NOTICES OF FIRMS.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2nd FLOOR, Hongkong, 21st March, 1903.

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THIS Company's Offices are Established at Nos. 20 and 21, CONNAUGHT ROAD opposite Douglas Pier.

Hongkong, 1st May, 1903.

PACIFIC MAIL STEAMSHIP CO. OCCIDENTAL & ORIENTAL S. S. CO. TOYO & KISEN KAISHA (ORIENTAL S. S. CO.)

I HAVE This Day ASSUMED CHARGE of the business of the above Companies in Hongkong.

J. STUART THOMSON, Acting Agent.

Hongkong, 2nd September, 1903.

THE MUTUAL LIFE INSURANCE COMPANY OF NEW YORK.

RICHARD A. MCCURDY, President.

ORGANISED IN 1843.

MR. GEORGE ECKLEY has been appointed AGENCY DIRECTOR of the above Company and a Branch Office has been opened in the Hongkong Club Annex, Ground Floor, Chater Road.

By Order, BASIL H. BETTS, Special Representative for Hongkong, China and Japan.

Hongkong, 17th August, 1903.

THOMAS P. HALL.

FOR many years Master in the Service of Douglas Steamship Company, Limited, has the honour to inform the Shipping and Mercantile Community that he has this day established himself as a MARINE SURVEYOR.

OFFICE: 1, PRINCE'S BUILDINGS, Hongkong, 10th August, 1903.

NOTICE.

THE HONG KONG STEAM-BOAT COMPANY, LIMITED.

I LI WAI TONG, of Victoria, in the Colony of Hongkong, Gentleman, formerly a Permanent Director of the above named Company, HEREBY GIVE NOTICE that I no longer hold any Shares in the said Company, that I am no longer a Permanent Director thereof, and that I have severed all connection direct or indirect therewith. Dated this 21st day of August, 1903.

LI WAI TONG.

PO ON STEAM-LAUNCH CO., LD.

NOTICE.

I HAVE this day Resigned my position as General Manager of the Po On Steam-Launch Company, Limited, and have handed over all responsibility to the Committee, Messrs. Leung Yuen Hin, Leung Yiu Tong, and Leung Hok Lam.

Hongkong, 2nd September, 1903.

PO ON STEAM-LAUNCH CO., LD.

NOTICE.

THE Accounts handed over to us by Mr. J. V. Dodd, the former General Manager of the Po On Steam-Launch Company, Limited, on the 31st August, 1